

SAFETY EDUCATION (Cont.)

	<u>Date of Death</u>
Schrier, Frank Edward, Ense.	13, November, 1944
Blanchet, LeRoy Warren, Ense.	10, December, 1944
Carter, James Everett, Ense.	27, January, 1945
Thomas, Robert Ross, Ense.	11, March, 1945
Burton, Lloyd George, Ense.	18, March, 1945
Startevant, William North, Ense.	25, March, 1945
Savage, Robert James, Ense.	30, March, 1945
Carroll, Edward Thomas, Sl/c	27 January, 1945
Berwick, Stephen, APM 3/c	25 February, 1945
McKee, John Adam, APM 3/c	25 March, 1945

The two officers and two enlisted men missing since the morning of 11 March 1945, as noted above, are the following:

Kupka, Robert, 2nd Lt.	Wood, Dan Thomas, Sl/c
Ott, Leonard Eugene, Ense.	McAllister, Clyde Walter, Sl/c

The history of the Safety Education department included an exhibit showing the percentage of accidents attributed each month to errors of personnel, as against material failure and undetermined causes. The exhibit carries this data through 31 December 1944. For the first three months of 1945 the data is as follows:

MONTH	NUMBER OF ACCIDENTS	AIRCRAFT ACCIDENT REPORT			UNDETERMINED	MISSING	TOTAL
		PERCENT OF PERSONNEL	MATERIAL FAILURE	MISSING			
<b>-1945-</b>							
January	19	71%	29%	0	0	0	100%
February	9	67%	33%	0	0	0	100%
March	29	62%	21%	17%	0	0	100%

The change from B-25's to SB2U type of aircraft during the period has not required any change in the methods of the Safety Education Personnel since they deal mostly with fundamentals of safe flying, which are the same for any service-type aircraft. The greater size and complexity of the Helldiver has served to emphasize the importance of flight safety and has made student pilots somewhat more receptive of the advice of the Flight Safety Officer.

## SAFETY EDUCATION (Cont.)

MONTH	HOURS FLOWN	NO. OF FATAL ACCIDENTS	NO. OF A. B. C. ACCIDENTS	RATE IF A, B, C, ACCIDENTS PER 1000 HRS. FLOWN
<u>1944</u>				
November	13512.6	1	16	1.171
December	11084.3	1	16	1.443
<u>1945</u>				
January	11756.6	1	19	1.616
February	10576.1	1	9	0.851
March	13096.8	6	29	2.214

The increase in the March accident rate is the result in part of carrier qualification training aboard the U.S.S. *Gundalcanal* off Mayport, Florida. Six of the 29 accidents in March were accidents in this phase of training. In other months this training phase was handled by Carrier qualification Training Unit at Glenview, Illinois, so that accidents would not be reflection in the records of this base, or the training was done in SB's with a lesser number of accidents. Several other factors caused the March rate to increase, such as failure of control surface fittings and propeller governor failures.

Minor accidents ("D" accidents-not requiring the replacement of a major assembly) are not included in the above figures.

Two planes, each with two men aboard, failed to return from a navigation flight east of the St. John's Lightship on the morning of March 11, 1945 and have subsequently been classed as missing. This was the first instance of the unexplained disappearance of aircraft attached to this activity.

Eight officers and three enlisted men were fatally injured the period: